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THE EFFECT OF SURFACE TEMPERATURE ON
THE STABILITY OF THE BOUNDARY LAYER

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THE EFFECT OF SURFACE TEMPERATURE
ON THE STABILITY OF THE BOUNDARY LAYER

by

ABSTRACT

Title of Thesis: The Effect of Surface Temperature on the
Stability of the Boundary Layer.

Name of Authors: Joseph D. Evans, LTJG., U.S.Navy.

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Submitted to the Department of Naval Architecture and Marine
Engineering on 16 May 1952 in partial fulfillment of the
requirements for the degree of Naval Engineer.

Based on the results of experimentation with gas flow,
a theory has been proposed that for the case of water, in-
creasing the temperature of a surface moving relative to
the water should tend to stabilize the laminar boundary
layer of the flow past the surface.

The object of this investigation was to determine if
the laminar boundary layer can be stabilized by heating
the surface of a vessel in water, and to gain experimental
evidence as to the practical applicability of such a method
of boundary layer control to reduce the frictional resist-
ance of small submerged vessels.

The method employed to obtain the necessary informa-
tion consisted of using an electrically heated, copper
model hull which was towed in the conventional manner in
the M.I.T. towing tank. It was felt that a significant
effect on the stabilization of the laminar boundary layer
would be apparent in the delay of the occurrence of transi-

tion from laminar to turbulent flow.

Difficulties in providing sufficiently large quantities of power to the model to give a relatively high surface temperature, and difficulties in determining the exact nature of the flow in the unheated condition were encountered.

It is felt that the results obtained from heating the surface of the model can be accounted for by a pure viscosity effect within the limits of precision obtainable. No definite conclusions, therefore, as to the effect of heating on the stability of the laminar boundary layer can be reached. It is recommended that investigation of the effect be continued utilizing methods of experimentation wherein the characteristics of the flow can be determined and large quantities of power for heating can be readily introduced.

Thesis Supervisors: Ascher H. Shapiro
Professor of Mechanical Engineering
Martin A. Abkowitz
Assistant Professor of
Naval Architecture

and the results of the work.

The results of the work are given in the following tables. The first table gives the results of the work on the effect of the concentration of the solution on the rate of reaction. The second table gives the results of the work on the effect of the temperature on the rate of reaction. The third table gives the results of the work on the effect of the catalyst on the rate of reaction.

It is seen from the tables that the rate of reaction increases with increasing concentration of the solution, with increasing temperature, and with increasing concentration of the catalyst. The rate of reaction is also affected by the nature of the solvent and by the nature of the reactants. The results of the work on the effect of the solvent on the rate of reaction are given in the fourth table. The results of the work on the effect of the nature of the reactants on the rate of reaction are given in the fifth table.

The results of the work on the effect of the solvent on the rate of reaction are given in the fourth table. The results of the work on the effect of the nature of the reactants on the rate of reaction are given in the fifth table. The results of the work on the effect of the nature of the catalyst on the rate of reaction are given in the sixth table. The results of the work on the effect of the nature of the solvent on the rate of reaction are given in the seventh table. The results of the work on the effect of the nature of the reactants on the rate of reaction are given in the eighth table. The results of the work on the effect of the nature of the catalyst on the rate of reaction are given in the ninth table. The results of the work on the effect of the nature of the solvent on the rate of reaction are given in the tenth table.

Cambridge, Massachusetts
16 May 1952

Professor Leicester F. Hamilton
Assistant Secretary of the Faculty
Massachusetts Institute of Technology
Cambridge, Massachusetts

Dear Sir:

In accordance with the requirements for
the degree of Naval Engineer, we submit herewith a
thesis entitled, "The Effect of Surface Temperature
on the Stability of the Boundary Layer."

Respectfully,

ACKNOWLEDGEMENT

The Authors wish to express their appreciation to Professors A. H. Shapiro and M. A. Abkowitz for their advice and assistance. It was Professor Shapiro's initial proposal for an investigation that resulted in this thesis. The authors also wish to express their appreciation to the personnel of the Boston Naval Shipyard, Professor J. N. Addoms, Professor W. H. McAdams, Professor H. C. Hottel, and Professor F. E. Vinal without whose cooperation and assistance this thesis could not have been undertaken.

ACKNOWLEDGMENT

The authors wish to express their appreciation to Professors A. B. Shapiro and N. A. Baranovskii for their advice and assistance. It was Professor Shapiro's initial proposal for an investigation that resulted in this thesis. The authors also wish to express their appreciation to the personnel of the Boston Naval Shipyard, Professor J. A. Adams, Professor W. H. Robbins, Professor R. C. Rottel, and Professor S. H. Vital without whose cooperation and assistance this thesis could not have been undertaken.

TABLE OF CONTENTS

- I. Introduction
- II. Procedure
 - Model Design
 - Surface Heating
 - Towing Tank
 - Test Procedure
- III. Results
- IV. Discussion of Results
- V. Conclusions
- VI. Recommendations
- VII. Appendix
 - (A) Details of Procedure
 - (B) Summary of Data and Calculations
 - (C) Original Data
 - (D) Bibliography

I. Introduction
II. Purpose
III. Scope
IV. Definitions
V. Organization
VI. Responsibilities
VII. Procedures
VIII. Appendices

(A) Details of Procedure
(B) Summary of Data and Findings
(C) Original Data
(D) Bibliography

LIST OF FIGURES

Procedure

- I. Copper Model and Original Wooden Model
- II. Slip Ring Assembly Installed in Model
- III. Model During a Test Run
- IV. Drive End of Towing Tank
- V. Internal View of Model
- VI. Heated Model Run Procedure

Results

- VII. C_t Versus Re
- VIII. C_t Versus V
- IX. Power Input per Degree Temperature Difference Versus V

Appendix (A)

- X. Three Phase Slip Ring Assembly
- XI. Wiring Diagram for Copper Model Hull
- XII. Copper Model Hull

Appendix (B)

- XIII. R_r Versus V

LIST OF FIGURES

FIGURES

- I. Copper Model and Original Wooden Model
- II. Side View of Model Installed in Model
- III. Model Installed in Test Tank
- IV. Drive End of Testing Tank
- V. Internal View of Model
- VI. Sectional Model and Procedures

FIGURES

- VII. Of Figure 1a
- VIII. Of Figure 1b
- IX. Power Input per Square Foot of Surface
- X. Figure 1c

Appendix (A)

- X. Three Phase Slip Ring Assembly
- XI. Wiring Diagram for Copper Model
- XII. Copper Model

Appendix (B)

- XIII. R. Figure 1

SYMBOLS:

C_f	Frictional- resistance coefficient
C_r	Residual-resistance coefficient
C_t	Total-resistance coefficient
R_e	Reynolds number
R_t	Total resistance
T_{as}	Average surface temperature
T_w	Water temperature
T_h	Effective boundary-layer temperature (see Appendix B)
L	Waterline length
S	Wetted surface area
ρ	Mass density of water
ν	Kinematic viscosity
V	Model Speed

TABLE 1

1	Water temperature
2	Water depth
3	Water velocity
4	Water density
5	Water viscosity
6	Water surface tension
7	Water specific heat
8	Water thermal conductivity
9	Water latent heat of vaporization
10	Water latent heat of fusion
11	Water triple point
12	Water critical point
13	Water normal boiling point
14	Water normal melting point
15	Water normal sublimation point
16	Water normal condensation point
17	Water normal deposition point
18	Water normal evaporation point
19	Water normal solidification point
20	Water normal liquefaction point

I. INTRODUCTION

The magnitude of the frictional resistance of a vessel in water depends on whether the boundary layer is laminar or turbulent. The frictional resistance is very much greater when the boundary layer is turbulent. Therefore a delay in the transition from laminar to turbulent flow might result in a significant reduction in the resistance of vessels, particularly submerged vessels whose resistance is basically frictional resistance. Boundary layer control may be most readily applied to small craft such as torpedoes, where exhaust gases may be so routed as to heat the exterior surface of the vessel.

Experimentation [2, 3, 5, 6, 7, 8] and theoretical calculations [1, 4] have shown that in the case of gas flow, heating the surface of a vessel advances the point of transition and cooling delays the point of transition. The viscosity of air increases with an increase in temperature, while the viscosity of water increases with a decrease in temperature. It is possible, therefore, that the heating of a surface in water may delay the transition from laminar to turbulent flow.

The object of this investigation was to determine if transition can be delayed by heating the surface of a vessel in water. Basically this was to be accomplished

1. Introduction

The purpose of this investigation is to determine the effect of the temperature of the water on the rate of the reaction. The reaction is the decomposition of hydrogen peroxide into water and oxygen. The reaction is exothermic and the rate of reaction is affected by the temperature of the water. The reaction is also affected by the concentration of the reactants and the presence of a catalyst. The reaction is studied in this investigation by measuring the volume of oxygen gas evolved over a period of time. The reaction is studied at different temperatures of the water and the rate of reaction is determined. The results of the investigation are presented in the form of a graph and a table. The graph shows the rate of reaction as a function of the temperature of the water. The table shows the rate of reaction as a function of the temperature of the water. The results of the investigation show that the rate of reaction increases with the temperature of the water. The reaction is also affected by the concentration of the reactants and the presence of a catalyst.

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by observing the reduction of frictional resistance at elevated surface temperatures. An appraisal of the practical utility of boundary layer control was the primary goal. For that reason a ship model towing tank procedure was employed. In selecting this method, it was anticipated that this thesis would be paralleled by an investigation of the effect in heated pipes, utilizing more easily controlled laboratory conditions. It was felt that the results of the towing tank experiment would serve to substantiate the results of the pipe experiments and to yield valuable information on the practical aspects of the theory since the towing tank conditions would more closely approximate the conditions that are likely to be encountered in an actual application.

of carrying the reduction of residual stresses at elevated surface temperatures. An equivalent of the practical ability of secondary layer control was the primary goal. For that reason a high speed testing machine was employed. It is believed that such a machine was indicated from this source would be provided by an investigation of the effect in heated pipes, utilizing these small controlled laboratory conditions. It was felt that the tension of the tubing from experiment could serve to substantiate the results of the pipe experiments and to yield valuable information on the practical aspects of the theory since the theory alone conditions would more closely approximate the conditions that are likely to be encountered in an actual application.

The results of the investigation are presented in the following manner: First, a summary of the theory of the problem is given. Then, the results of the investigation are presented in the form of a series of graphs and tables. Finally, a summary of the conclusions is given.

II. PROCEDURE

MODEL DESIGN

Since the investigation was concerned with frictional resistance, the most advantageous model to use in the experiment would have been a completely submerged body or a friction plane. The M.I.T. Ship Model Towing Tank, however, is not at the present equipped with a towing carriage, which precluded the use of anything but a surface vessel which provided its own stability. Thus limited, a model was designed with the following aims and limitations:

1. Minimum residuary resistance was desired, since a large residuary resistance in comparison with the frictional resistance, would mask out the variations in the latter. Residuary resistance increases with increasing Froude number; hence the model should be run at as low a Froude number as possible.

2. In order to maximize the frictional resistance in comparison with the residuary resistance, a large wetted surface was desired.

3. Reference [12] indicates that laminar flow becomes unstable at a Reynolds number of approximately 4.5×10^5 . For the purpose of our experiment, it was deemed advisable to ensure that the model could be run in or beyond the transition region. It was imperative that the model could be run at a Reynolds number to give

MODEL DESIGN

Since the investigation was concerned with frictional resistance, the most convenient model to use in the experiment would have been a completely smooth body of a friction plane. The A.L.P. Ball Bearing Block, however, is not at the present equipped with a smooth surface,

which provided the use of a bearing and a bearing wheel which provided the same stability. Thus limited, a model

was designed with the following characteristics:

1. A smooth cylindrical resistance was desired, which

A large resistance resistance in comparison with the

frictional resistance, would not be the resistance in the latter. Relatively resistance resistance with increase

ing from the model; hence the model should be two or as

low a friction factor as possible.

2. In order to maintain the frictional resistance

in comparison with the resistance resistance, a large

section surface was desired.

3. Reference [12] indicates that further the

becomes unstable at a Reynolds number of approximately

4.5×10^5 . For the purpose of our experiment, it was

desired advisable to ensure that the model could be run

in or beyond the transition region. It was imperative

that the model could be run at a Reynolds number to give

some turbulent flow in the unheated condition.

4. The beam had to be large enough to provide adequate stability and to allow enough space for the mounting of the towing bracket inside the model.

5. The other limitations of the M.I.T. Ship Model Towing Tank were that the maximum length could not exceed six feet and that, because of the inertia effect, the maximum displacement of the model could not exceed approximately thirty pounds.

The requirements of being able to run the model at a high Reynolds number to ensure turbulent flow and a low Froude number meant that the model should be as long as possible, or six feet in length. Further, the requirements of (1) also suggested that the bow and stern be adequately faired and that the beam be a minimum. The beam chosen, 5 inches, was the minimum which would meet the requirements of (4) above. The model would be run at the maximum displacement to give a large wetted surface.

The shape of the model hull as finally chosen is shown in the appendix (Fig. XII). Before proceeding with the fabrication of the metal model, a wooden model of the same shape was built and tested in the towing tank in order to see if the desired characteristics could be obtained. The curve of C_t versus Reynolds number obtained from the wooden model indicated that the turbulent region

some limitations flow in the intended application.

6. The design has to be large enough to provide adequate stability and to allow enough space for the mounting of the working element inside the model.

7. The other limitations of the H.I.T. type Model tested there were that the maximum length could not exceed 112 feet and 124, 1/2 inches at the inside elbow, the minimum displacement of the model could not exceed approximately 100 ft. 100 ft.

The mechanism of being able to run the model at a high speed was not a major limitation (1) and a high speed was not needed for the model to be as fast as possible, or at least to be fast. Further, the 100 ft. displacement of (1) also suggested that the new and even be completely failed and that the body be a minimum. The body of the model, 1/2 inch, was the minimum which would meet the requirements of (1) above. The model would be run at the maximum displacement to give a large added surface.

The shape of the model hull as finally chosen is shown in the appendix (Fig. III). Before proceeding with the fabrication of the metal model, a wooden model of the same shape was built and tested in the towing tank in order to see if the desired characteristics could be obtained. The curve of C_D versus velocity number obtained from the wooden model indicated that the turbulent regime

could be reached, with a slight indication of the beginning of laminar flow at a Reynolds number of 7×10^5 . This was considered satisfactory and the fabrication of the metal model was started at the Boston Naval Shipyard. The requirements of high thermal conductivity and corrosion resistance in water led to the selection of copper as the material used.

METHOD OF HEATING SURFACE OF MODEL

The optimum method of heating the surface of the model would have been a method for which no external connections to the model were required. This is basically because the equipment of the M.I.T. Ship Model Towing Tank does not include a towing carriage and any external connections are likely to introduce variable forces acting upon the model that would affect the reliability of the velocity measurements.

In an attempt to avoid external connections, the utilization of the heat of fusion of several available salts was considered. The weights required of several of the investigated salts indicated that their employment was reasonable. Elementary experimentation with these salts, however, showed the basic difficulty with the heat of fusion method to be progressive solidification. This process set up varying heat transfer barriers. To eliminate these barriers constant mixing would have been required and this was considered impractical.

could be treated with a single application of the technique
at present there is a separate method at 2.5. This
was considered satisfactory and the following of the
model was added to the design data.
The requirements of high internal conductivity and
corrosion resistance in water are the subject of
report on the material used.

Design of the material used

The optimum method of testing the material of the model
would have been a method for which an internal conductivity
to the model was required. This is usually done by
equipment of the A.I.A. High Speed Testing Machine and
includes a loading carriage and an external conductivity
link to the material. These links are the model
then would affect the reliability of the results.
model.

In an attempt to test internal conductivity, the
utilization of the heat of fusion of several materials
was considered. The weight of the material of several of
the investigated materials indicated that their properties
were not satisfactory. Elements of the material with these
properties, showed the best results with the use of
fusion method to be progressively satisfactory. This
process set up varying heat transfer between the elements
these materials would have been required
and this was considered satisfactory.

Electrical heating was decided upon as the only practical alternative. This decision was made realizing that two important disadvantages of the method would have to be minimized. These disadvantages were the use of external connections and possible temperature variation along the hull.

It was decided to base the heat transfer rate calculations on the condition of laminar flow. The heating coil arrangement was, therefore, designed on the basis of the Pohlhausen equation for flat plates and laminar flow[11]. Number twenty AWG Nichrome V wire was selected because of its ability to withstand large currents and high temperatures. The resistance wires were spaced in the model so as to give constant surface temperatures.

Electrical insulation between the copper model and the heating wires proved an extremely difficult problem because of the high operating temperature of the wire and the need for a large heat conductivity through the electrical insulation. Experimentation with such materials as glass cloth and mica showed that they provided a heat transfer barrier that was formidable enough to either melt the wire or deteriorate the insulation. "Insa-Lute" (paste No. 1) was selected as the electrical insulation material because it showed itself to possess the required electrical and heat conduction properties. This material was employed by first coating the inner copper hull surface,

Abstract: The purpose of this study was to determine the effect of the type of stimulus on the response of the subject. The results of the study are presented in the following table. The data were collected from 10 subjects who were given a series of 10 trials. The results show that the response of the subject was significantly higher when the stimulus was a light than when it was a sound. This result is consistent with the findings of other studies which have shown that light stimuli are more effective than sound stimuli in eliciting a response.

laying the wires, and then covering the wires with the same material. A final layer of heat insulating material was to be employed to reduce losses to the atmosphere. These losses were, however, deemed negligible in comparison with the heat transfer to the water and the final layer was not employed.

Connecting the electrical heating coils to the source of electrical power without introducing error in the towing tank measurements demanded much consideration. A survey of literature and several interviews provided no indication that electrical leads had ever been attached to a model in a towing tank that was not equipped with a towing carriage. The basic difficulty was, of course, that the electrical leads would tend to introduce unmeasurable forces thus preventing accurate determination of the effects of heating. It was decided that the wires should enter the model vertically with a minimum weight of wire being supported by the model. It was necessary to design a cart that could be moved along the side of the towing tank and parallel the motion of the model. In order to introduce the wires from above the model, a pole was attached to the cart and extended to a point directly above the model. The electrical leads were rigidly attached to the point on the pole above the model and slack in the leads was adjusted by trial and error. The external electrical leads were connected to the internal system at a three phase binding post that was

laying the stone, and then covering the stone with the same material. A layer of 1/2 inch of sand or gravel was to be applied to reduce the weight of the stone.

These were, however, placed in position with

the stone in place and the stone was not to be

placed.

On the other hand, the stone was to be placed of electrical power. The stone was to be placed in the position of the stone, and the stone was to be placed in the position of the stone.

The stone was to be placed in the position of the stone, and the stone was to be placed in the position of the stone. The stone was to be placed in the position of the stone, and the stone was to be placed in the position of the stone.

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rigidly attached to the model in the bow section.

Surface temperatures were obtained from thermocouples that were soldered to the inner surface at three stations. These stations were placed respectively along the center-line of the bottom at 14.3 inches from the bow, 14.3 inches from the stern, and amidships. The thermocouple leads paralleled the external power leads from the cart to the model. The thermocouples were made of constantan and copper, and melting ice in water was used for the reference temperature.

The power supply available in the towing tank building dictated that three phase power be employed for heating the model, considering the estimated amounts of power required. The nine heating coils in the model were first connected in delta in groups of three coils. It was later decided to employ "Y" connection of the coils in order to lower the amount of line current for a given power input to the model. Voltage regulation was accomplished by employing a three phase variable transformer. The transformer, thermocouple potentiometer, and other electrical measuring equipment were located at the drive end of the towing tank.

DESCRIPTION OF TOWING TANK

The Ship Model Towing Tank at M.I.T. is described by M. A. Abkowitz [17] . Briefly, the tank is 108 feet long, 8 feet 7 inches wide, and 4 feet deep. The models

which extended to the model in the test section.
The test section was divided into three sections.
The first section was placed upstream of the model.
The second section was placed downstream of the model.
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transformer, thermocouple potentiometer, and other
electrical measuring equipment were located at the drive
end of the towing tank.

DESCRIPTION OF THE TANK

The ship model towing tank at S.L.F. is described
by E. A. Brown [1]. The tank is 100 feet
long, 8 feet 7 inches wide, and 6 feet deep. The model

are accelerated by falling weights until the model resistance is equal to the towing force and travels thereafter at constant speed. The speed of the model is measured by means of electronic instrumentation at an idler pulley mounted at the far end of the tank. A black anodized sheet-aluminum disk mounted on the periphery of the idler pulley has 2,000 uniformly spaced radial slits. A light source and a phototube are mounted with the slotted disk between them, so that the phototube receives a light impulse every time a slit passes the center of the optical system. The output of the phototube is amplified and transmitted to an electronic counter located at the drive end of the tank. The precision of the instrumentation provides measurement of the towing force to within 0.0001 pounds, and measurement of the speed to 0.001 knots.

TEST PROCEDURE

The copper model was ballasted to a displacement of 31.27 pounds which gave a wetted surface of 4.81 square feet. A series of runs were then made with the power and thermocouple leads not connected to obtain the smooth hull characteristics. The turbulence was stimulated by a one-half inch wide sanded strip placed on the stem and a one inch wide sanded strip placed along the waterline on both sides extending aft twelve inches from the stem. Next, the wires were attached and runs were made with no

[illegible]

First, the wires were attached and then were held with no on both sides extending at right angles from the ends a one inch wide twisted strip placed along the vertical a one-half inch wide twisted strip placed on the open end and thermocouple leads not connected to outside the magnet (Fig. 4) wires of iron were fixed with the power 11.57 pounds when given a twisted surface of 1.51 square The copper wire was twisted in a circumference of

heat applied; then with heat applied. Three or four runs were made with the same towing force, both heated and unheated, and the recorded speeds were averaged.

The following observations were made from these early runs:

1) The expected point of inflection in the curve of C_t versus R_e at a Reynold's number of about 7×10^5 indicating the start of transition to laminar flow either did not occur or was very slight if it did occur.

2) With the wires attached to the model, consistent results could not be obtained below a speed of 1.2 knots, indicating that the variable force introduced by the attachment of the leads was an appreciable percentage of the towing force at lower speeds.

The absence of transition was difficult to explain since the shape of the copper model was the same as the wooden model, and the metal model was considered to be smoother than the wooden model. One possible explanation was that the soldered joint connecting the bow to the parallel middle body offered a discontinuity to the flow and thus tripped the boundary layer into turbulent flow. To remove this contingency, melted solder was flowed on all portions of the hull in which there appeared to be irregularities. This solder was then scraped down until the hull was as free from defects as possible. Afterwards, the entire outer hull was buffed and polished to a mirror finish.

last applied, then also applied, then as four times
were made with the same speed, then, with double and tri-
pled, and the pressure applied with strength.

The following observations were made from these early

trials.

1) The exposed point of infection in the curve of
of curves is at a depth of about 2.5 inches below
the level of the surface of the water. The water did
not move at any time at it did occur.

2) With the wire attached to the wheel, resistance
results could not be obtained below a speed of 1.5 inches.
indicating that the pressure force introduced by the
attachment of the wire was an appreciable percentage
of the total force at lower speeds.

The amount of resistance was difficult to explain
since the shape of the exposed metal was the same as the
wooden model, and the metal model was considered to be
greater than the wooden model. The possible explanation
was that the exposed part connecting the two to the
horizontal metal body formed a discontinuity to the flow
and thus requires the pressure to be applied to the
to remove this discontinuity, which water was forced to
all portions of the hull in which there appeared to be
irregularities. This water was then removed from the hull
the hull was as free from holes as possible. Afterward,
the entire outer hull was buffed and polished to a mirror

The friction of the entire towing assembly is of the order of 0.004 pounds and is calibrated as a function of the model speed. As the speed decreases, the towing friction as a percentage of the applied force on the weight pans increases. For example, at 0.25 knots the friction of the towing assembly was around 40 percent of the applied force for our model. Further, the friction has only been calibrated down to a speed of 0.4 knots and the friction for speed lower than 0.4 knots must be obtained by extrapolation of the friction curve. In view of the fact that the results become less reliable with decreasing speed, it was advantageous for our purposes to bring in cooler water so that a lower Reynold's number could be obtained for the same velocity of the model. By changing the water in the towing tank, the water temperature was reduced from 65 degrees F to 58 degrees F.

With these steps taken, a new curve of C_t versus R_e was obtained, as is discussed in section IV. Suffice to say here that the transition became more apparent at a Reynold's number of 7×10^5 .

In order to obtain consistent results at lower speed with the wires attached, a slip-ring assembly was designed and built so that the power could be introduced into the model through carbon brushes. A drawing of the slip-ring assembly is shown in Figure X. With this device, the

The velocity of the water flowing through the orifice of the tank was measured by means of a Pitot-static probe. The probe was held at the center of the jet and the pressure was measured by a manometer. The velocity was calculated from the pressure difference between the static and total pressure. The velocity was found to be 1.5 m/s. The flow rate was calculated from the velocity and the area of the orifice. The flow rate was found to be 0.001 m³/s. The flow rate was compared with the theoretical value and found to be in good agreement. The experiment was repeated for different orifice diameters and the results were found to be in good agreement with the theoretical values.

It was observed, as is discussed in section IV, that the
to say that the hypothesis is wrong over the entire
a hypothesis of the form

assembly is shown in Figure 1. This side design, the model through narrow channel, a drawing of the slip-ring and built so that the power could be introduced into the wire without, a slip-ring assembly was designed. In order to obtain consistent results it is now made

maximum force in the direction of travel that could be applied to the model by the power leads was the amount necessary to overcome the friction in the ball-bearings and slip-rings, providing the end limits of rotation of the assembly were not reached. With the wire attached to the slip-ring assembly, we were able to obtain consistent readings down to a model speed of 0.87 knots.

[illegible]



FIGURE I
COPPER MODEL & ORIGINAL WOODEN MODEL.

FIGURE II
INSIDE OF MODEL
WITH
TOWING BRACKET
&
SLIP RING ASSEMBLY
INSTALLED.





FIGURE III
MODEL DURING A TEST RUN.

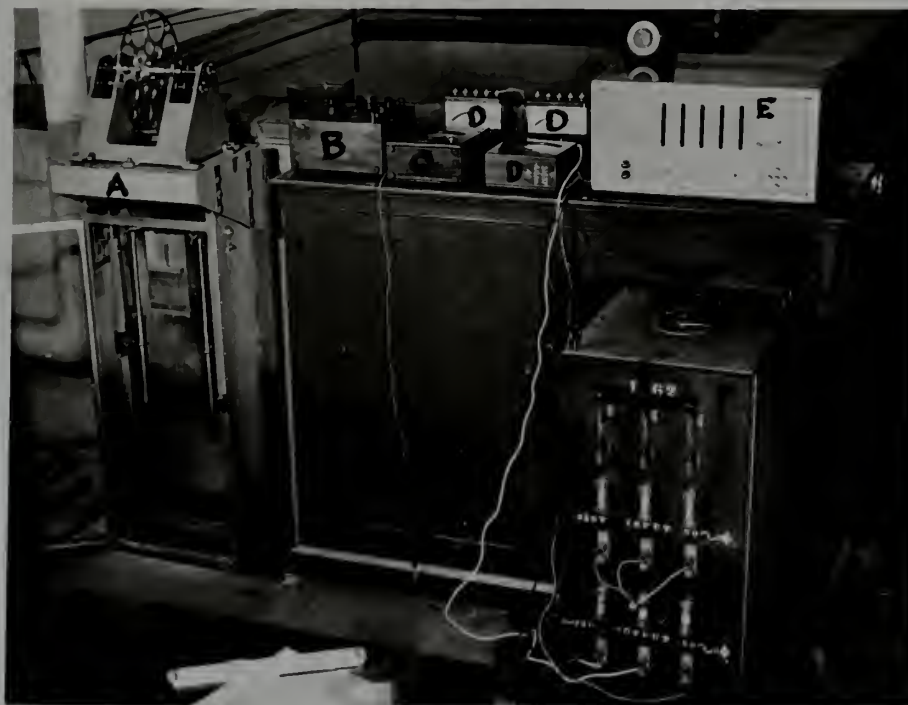


FIGURE IV
DRIVE END OF TOWING TANK.

- | | |
|--------------------------------|--------------------------------------|
| A - DYNAMOMETER | D - AMMETERS |
| B - THERMOCOUPLE POTENTIOMETER | E - ELECTRONIC SPEED RECORDER |
| C - VOLT METER | F - THREE PHASE VARIABLE TRANSFORMER |





FIGURE V
INTERNAL VIEW OF MODEL
SHOWING ATTACHMENT OF EXTERNAL POWER LEADS.

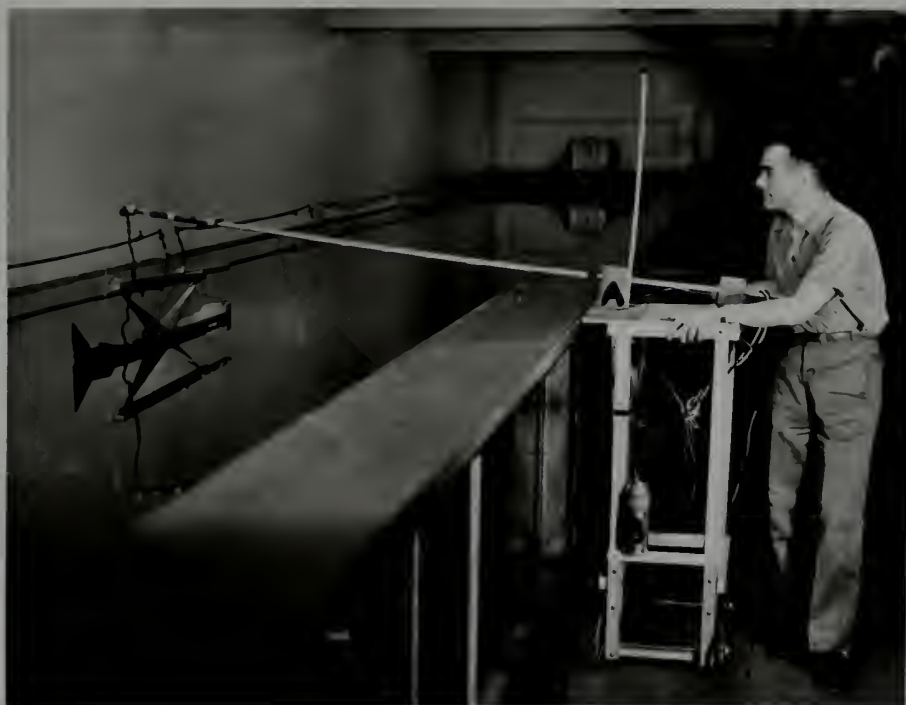


FIGURE VI
HEATED MODEL RUN PROCEDURE.

A - CART & POLE

B - THERMOCOUPLE REFERENCE TEMPERATURE SOURCE



III. RESULTS

Figure VII shows the relationship between C_t and R_0 for the model when towed in accordance with the routine towing tank procedure at the indicated water temperatures. Points are included for the unheated model runs with the power leads attached.

Figure VIII shows the relationship between C_t and V for the following conditions:

1. Unheated model with smooth hull at indicated water temperatures.
2. Unheated model with smooth hull and power leads attached.
3. Heated model with smooth hull and power leads attached at various average surface temperatures of the hull. The surface temperatures, C_t and V for a given point are as indicated in Table I.

Table I gives the experimental results obtained at the various points where the effect of heating was investigated. T_h is the calculated boundary layer temperature that would be required to produce the same effect as that which was experimentally determined. It is computed on the assumption that the flow past the hull is turbulent, and on the basis of Schoenherr's friction formulation. Details of this computation are given in the appendix.

Figure IX shows the relationship between power input per degree Fahrenheit temperature difference (between

III. RESULTS

Figure VII shows the relationship between C_p and T_w for the model when tested in accordance with the routine cooling tank procedure at the indicated water temperatures. Points are indicated for the indicated model runs with the power loads attached.

Figure VIII shows the relationship between C_p and T_w for the following conditions:

1. Unheated model with smooth hull as indicated under temperature.
 2. Unheated model with smooth hull and power loads attached.
 3. Heated model with smooth hull and power loads attached at various average surface temperatures of the hull. The surface temperatures, C_p and T_w for a given point are as indicated in Table I.
- Table I gives the experimental results obtained at the various points where the effect of heating was investigated. T_h is the calculated boundary layer temperature that would be required to produce the same effect as that which was experimentally determined. It is computed on the assumption that the flow past the hull is turbulent, and on the basis of Schlichting's friction formulation. Details of this computation are given in the appendix.

Figure IX shows the relationship between power input per degree Fahrenheit temperature difference (between

surface and water temperature) and velocity. It gives a comparison of the experimentally determined values on the average hull surface temperature and the theoretical relationship based upon Pohlhausen's theoretical equation for flat plates and laminar flow[11].

surface and water temperature) and velocity. It gives
a comparison of the experimentally determined values of
the average half surface temperature and the experimental
relaxation time with the theoretical relaxation time.
For the first part see Table I.

Table II shows the experimental values of the
average half surface temperature and the experimental
relaxation time for the first part of the experiment.

Table III shows the experimental values of the
average half surface temperature and the experimental
relaxation time for the second part of the experiment.

Table IV shows the experimental values of the
average half surface temperature and the experimental
relaxation time for the third part of the experiment.

Table V shows the experimental values of the
average half surface temperature and the experimental
relaxation time for the fourth part of the experiment.

Table VI shows the experimental values of the
average half surface temperature and the experimental
relaxation time for the fifth part of the experiment.

FIGURE VII
PLOT OF C_f vs R_e

1 MAY 1952
JAS
WMM
CAB

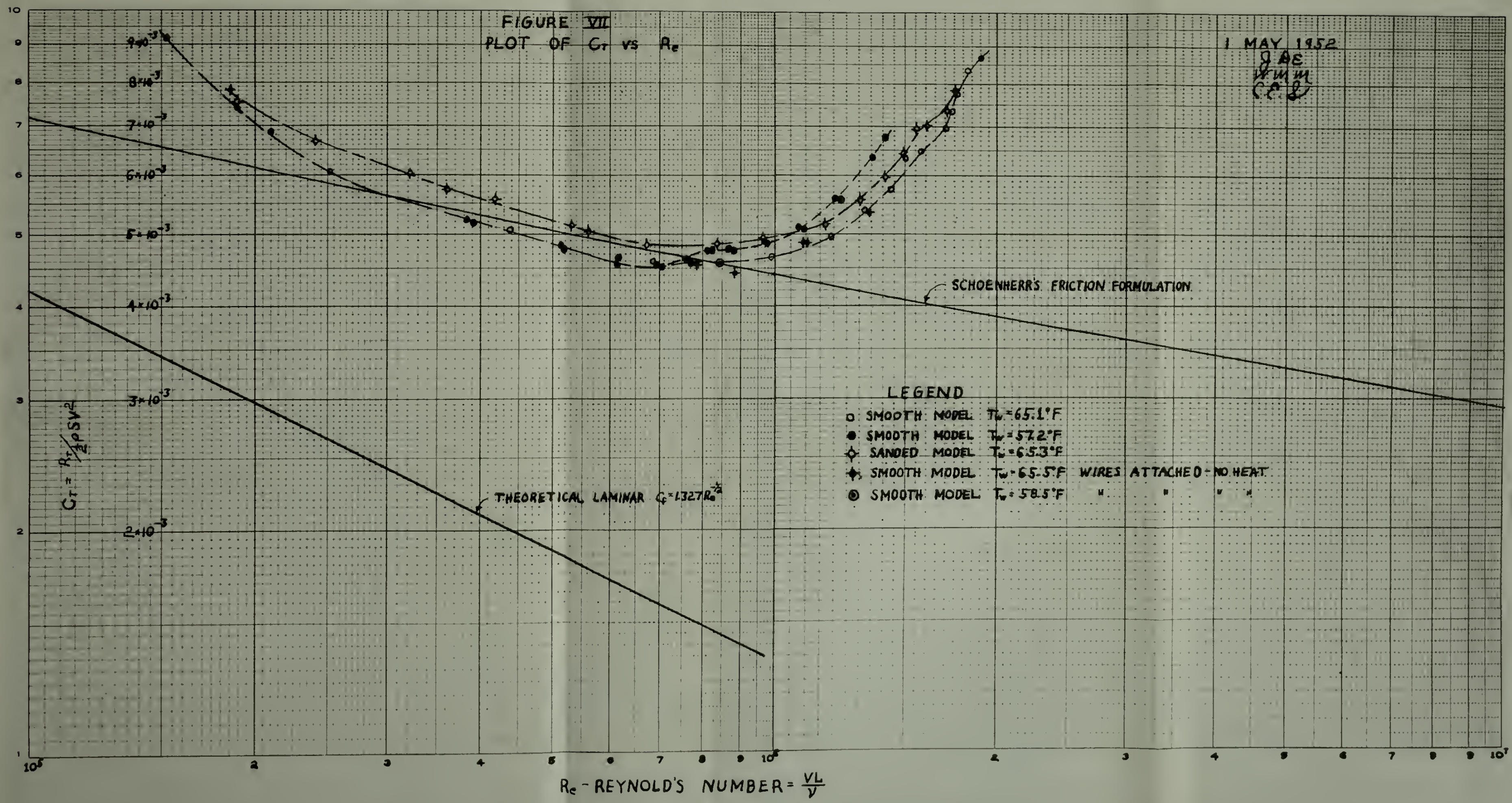


FIGURE VIII
PLOT OF C_D VS. V

MAY 1952
S.D.E.
HMM
CEB

$C_D \times 10^3 = \frac{R_D}{\frac{1}{2} \rho V^2 A} \times 10^3$

0.4 0.5 0.6 0.7 0.8 0.9 1.0 1.1 1.2 1.3 1.4 1.5 1.6 1.7

MODEL SPEED V - KNOTS

- LEGEND
- SMOOTH MODEL $T = 65.1^\circ F$
 - " " $T = 57.2^\circ F$
 - ✦ " " $T = 65.5^\circ F$ WIRES ATTACHED - NO HEAT
 - ✧ " " $T = 65.5^\circ F$ " " HEAT APPLIED
 - ⊙ " " $T = 38.5^\circ F$ " " NO HEAT
 - ⊖ " " $T = 58.5^\circ F$ " " HEAT APPLIED

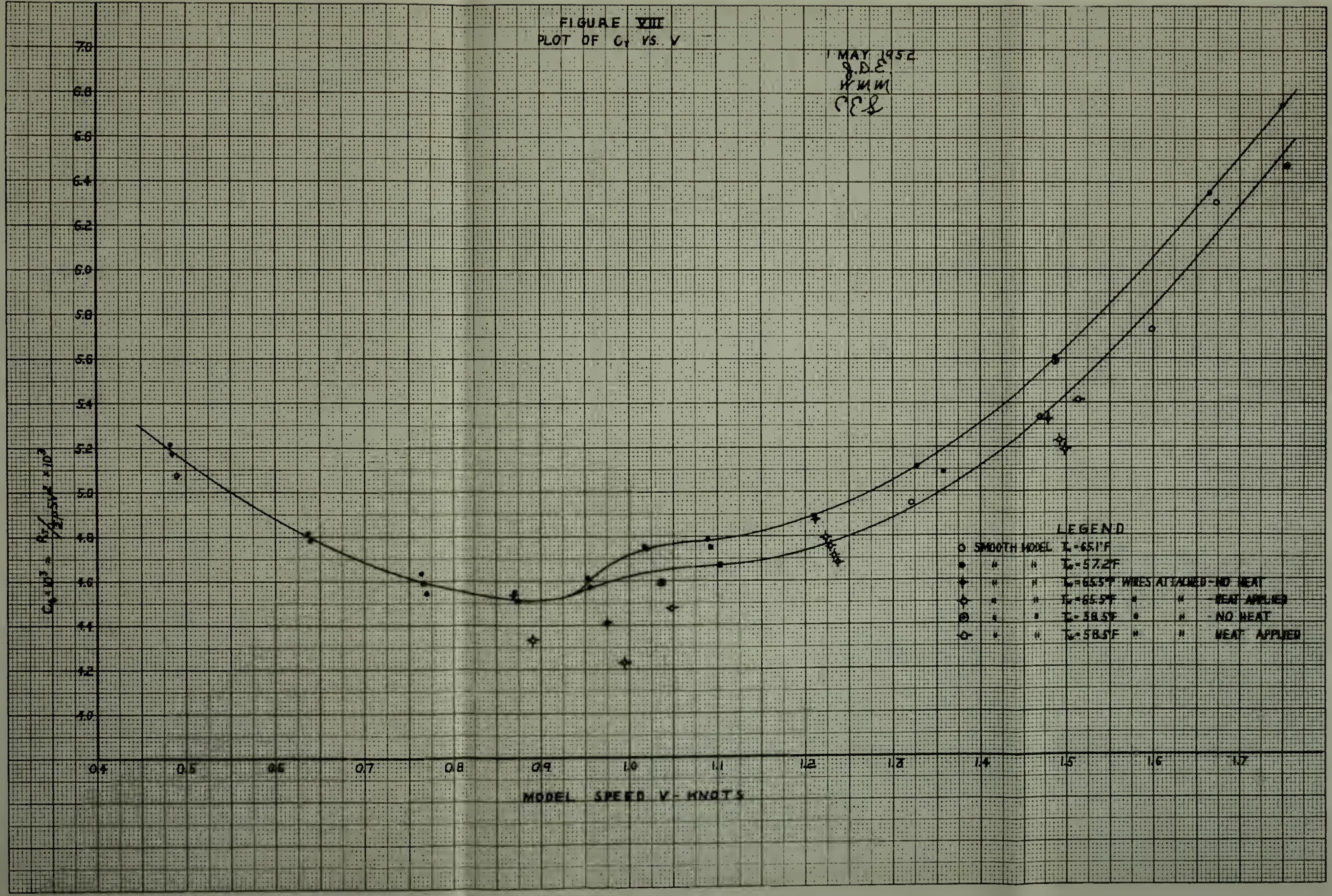




FIGURE IX

PLOT OF POWER INPUT PER DEGREE TEMPERATURE DIFFERENCE
VS
MODEL SPEED

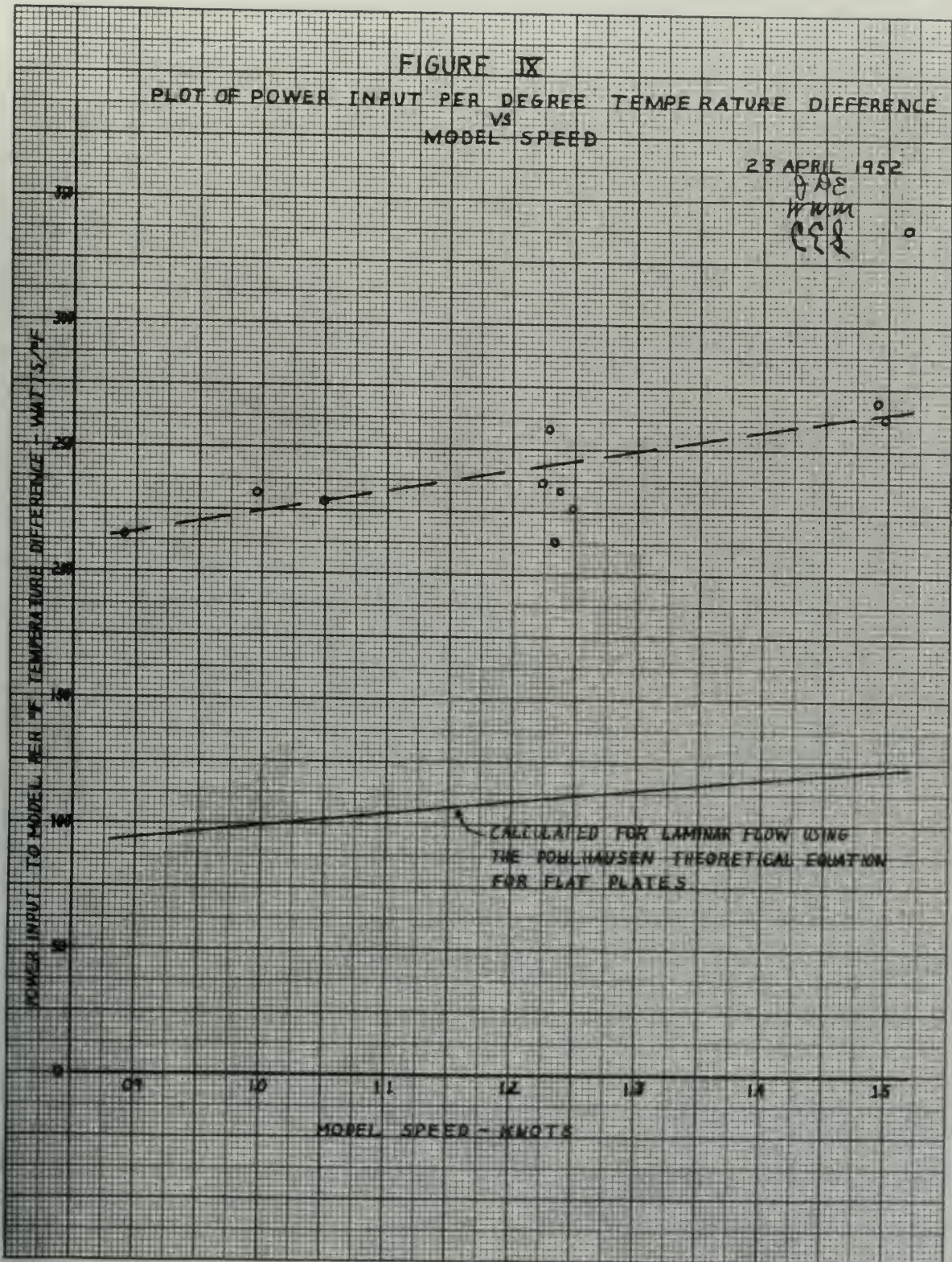
23 APRIL 1952

JAE
HMM
CES

POWER INPUT TO MODEL PER DEGREE TEMPERATURE DIFFERENCE - WATTS/°F

MODEL SPEED - KNOTS

CALCULATED FOR LAMINAR FLOW USING
THE POHLHAUSEN THEORETICAL EQUATION
FOR FLAT PLATES



IV. DISCUSSION OF RESULTS

The primary purpose of obtaining the information shown in Figure VII for the smooth and sanded hull was to establish the Reynolds number at which transition from laminar to turbulent flow occurred. Once this region was firmly established, the model could be towed at higher Reynolds numbers with the surface heated, and the effect of the heating on transition noted.

The region of transition was not apparent from the initial tests with a water temperature of about 65°F. In general, past experience with models of similar form characteristics would lead one to expect a pronounced transition region showing distinctively laminar flow at the lower Reynolds number [16] .

The curve of C_t for a water temperature of about 58°F, as was expected, separated from the curve obtained at about 65°F. in the region where the residuary resistance became noticeable. This is, of course, explained by the fact that at the same Reynolds number, the two runs at different temperatures have different Froude numbers, hence different residuary resistances.

This curve of C_t for a water temperature of about 58°F. shows a distinct inflection in the region of Reynolds numbers of 7×10^5 to 8.5×10^5 . However at still lower Reynolds numbers the curve of C_t rises above the Schoenherr friction curve

IV. DISCUSSION OF RESULTS

The primary purpose of obtaining the information shown in Figure VII for the present was to establish the behavior of the system as a function of the frequency of the input. Once this region was fairly well established, the model could be tested at higher frequencies with the system heated, and the effect of the heating on the system noted.

The region of operation was not dependent on the initial design, but a water temperature of about 50°F. in general, gave agreement with models of similar type. The operation was also used as a guide to the operation of the system. The results of the operation of the system are shown in Figure VIII.

The curve of ϕ for a water temperature of about 50°F. as was expected, departed from the curve obtained at about 50°F. in the region where the frequency response became noticeable. This is, of course, explained by the fact that at the same frequency, the two curves are different. The results of the operation of the system are shown in Figure VIII.

This curve of ϕ for a water temperature of about 50°F. shows a distinct inflection in the region of operation. The results of the operation of the system are shown in Figure VIII.

instead of tending downward toward the Blasius curve as would be expected in the case of laminar flow. This condition has not been satisfactorily explained. If one assumes that below a Reynolds number of 7×10^5 the flow is essentially laminar, the high values of C_t could possibly be caused by a sharp increase in pressure drag due to laminar separation at the converging section of the stern. Attempts to prevent separation by sanding the stern section were unsuccessful.

Another factor that casts some doubt on the accuracy of the results at low Reynolds numbers is the possibility that the friction calibration of the towing equipment at speeds below 0.4 knots may be in error by a considerable amount since it is obtained by extrapolation of the measured friction for speeds of 0.4 knots and above. At the lower speeds, friction is an appreciable percentage of the applied force.

In spite of the foregoing, there are indications that the flow was essentially turbulent throughout the range of Reynolds numbers. These indications are the lack of a definite transition region and the fact that the curve of C_t remains in close proximity to the Schoenherr turbulent curve even at low Reynolds numbers. It is possible that the apparent inflection in the curve of C_t at Reynolds numbers of 7×10^5 to 6.5×10^5 is due to

instead of bending forward toward the vertical curve
 as would be expected in the case of normal flow. This
 condition has not been satisfactorily explained. It
 was assumed that below a certain value of Q , the
 flow is essentially laminar, the high values of Q
 could possibly be caused by a sharp increase in pressure
 drop due to laminar separation at the constricted section
 of the stem. Attempts to prevent separation by bending
 the stem section were unsuccessful.
 Another factor that may have come into the picture
 of the results at low specific numbers is the possibility
 that the friction coefficient of the testing equipment
 of pressure below 0.5 mm. Hg. may be in error by a considerable
 amount since it is obtained by extrapolation of the
 measured friction loss graphs of 0.4 mm. Hg. and above. At
 the lower speeds, friction is an appreciable percentage
 of the applied force.
 In spite of the foregoing, there are indications
 that the flow was essentially turbulent throughout the
 range of specific numbers. These indications are the
 fact of a definite transition region and the fact that
 the curve of Q remains in about parallel to the
 subsequent important curve even at low specific numbers.
 It is possible that the apparent inflection in the curve
 of Q at specific numbers of 1.5 to 2.0 is due to

a sharp increase in residuary resistance due to wave formation.

Further substantiation of the absence of laminar flow during the heated runs is found in Figure IX. The heat transfer rate through a turbulent boundary layer has been found to be much greater for the same temperature difference and velocity than that through a laminar boundary layer [10] . As shown in Figure IX, our calculated heat transfer rate to the water (neglecting the small amount of heat being transferred to the air) is more than twice the rate that we would expect if the boundary layer was completely stabilized to laminar flow.

The results of heated runs are plotted in Figure VIII. A small but significant change in C_t resulted when the model surface was heated.

A more significant indication of the effect of heating the surface of the model is shown in Table I where T_h is compared to the average surface temperature (T_{as}). Since all but four of the runs show values of T_h which are less than the average surface temperature, it appears that the change in C_t caused by heating was due only to the viscosity change in the boundary layer and not to any delay in transition. For the four runs in which T_h exceeded the average surface temperature, the average value of $(T_h - T_{as})$ was 3.7 degrees F., while

a study of the effect of the viscosity of the medium on the rate of reaction.

The effect of the concentration of the solution of the reactant on the rate of reaction was also studied.

The effect of the temperature on the rate of reaction was also studied.

The effect of the nature of the solvent on the rate of reaction was also studied.

The effect of the nature of the catalyst on the rate of reaction was also studied.

The effect of the nature of the reactant on the rate of reaction was also studied.

The effect of the nature of the product on the rate of reaction was also studied.

The effect of the nature of the medium on the rate of reaction was also studied.

The effect of the nature of the reactant on the rate of reaction was also studied.

The effect of the nature of the product on the rate of reaction was also studied.

The effect of the nature of the medium on the rate of reaction was also studied.

Thus,

The results of the study of the effect of the viscosity of the medium on the rate of reaction are given in Table I.

A small but significant change in k_p is observed when the

model is changed as follows.

A more significant indication of the effect of

viscosity on the rate of reaction is shown in Table I.

When T_p is compared to the average surface temperature

(T_{av}), since all the data of the same nature of

T_p were used in the average surface temperature,

it appears that the change in k_p caused by heating was

due only to the viscosity change in the boundary layer

and not to any other factor. The data were

in which T_p was the average surface temperature.

The average value of $(T_p - T_{av})$ was 1.7 degrees C., while

the maximum value of $(T_h - T_{as})$ was only 6.8 degrees F. Further, these four runs, in general, occurred at the higher speeds where the change of C_p with velocity was much larger and the evaluation of the change more subject to error. Since the determination of T_h depended on the accurate evaluation of the change in C_p , the possible error in T_h increases with an increase in speed. This fact, coupled with the expectation that a much greater reduction in resistance would have occurred if the transition to laminar flow had been delayed, casts doubt on the validity of concluding on the basis of these four runs, that the nature of flow past the model was changed in any way.

No definite conclusions can be drawn as to whether or not any stabilization of flow took place through heating until a more accurate determination of the character of flow past the model and the temperature distribution in the model hull is accomplished. But the weight of evidence from our limited data tends to support the conclusion that the change brought about by heating was caused only by the variation in viscosity.

By way of summary, the identity of the type of flow around the tested model was not firmly established. The effect of heating that was observed by this method of investigation is most likely chargeable to the

[illegible][illegible]

of investigation is not in its character so the
?the system of control that was shown as this would
flow around the subject matter was very satisfactory
by way of summary, the results of the work of

viscosity effect. The indications that the transition from laminar to turbulent flow was delayed by heating were not strong enough to substantiate or disprove the effect under investigation.

It is suggested that this investigation be continued by another method of experimentation. The applicable methods of experimentation include flow through pipes, circulating water channels, propeller tunnels, and towing tanks that are equipped with a towing carriage. These methods would provide a larger range of Reynolds numbers than the range that was available for this initial investigation. This investigation was limited by large form drag at the higher Reynolds numbers and by power lead errors at the lower Reynolds numbers. It is felt that any of the above listed methods would lend themselves to providing power in large quantities to heat the surfaces without introducing errors in measured forces and speeds. It is also recommended that facilities for study of the character of flow be incorporated in any of the above types of investigation of this subject.

viscosity effect. The investigation was continued
from January to December 1955 and ended in December
when the effect of temperature on viscosity was
also being investigated.

It is suggested that this investigation be continued
by another method of experimentation. The application
of methods of experimentation include the use of glass
dilatometric tubes, thermistors, thermocouples, and
other means that are equipped with a liquid column.
These methods would provide a larger range of operation
than the range that was available in this
initial investigation. This investigation was limited
to the low end of the higher Reynolds number and
of power loss curves at the lower Reynolds number.
It is felt that any of the above listed methods would
lead to a more complete understanding of the power loss
to heat the surface without introducing errors in
measured power and speed. It is also recommended
that facilities for study of the behavior of the
impeller in any of the above types of investigation
of this subject.

The investigation was continued in 1956 and 1957
and the results are being prepared for publication.
The following report contains the results of the
investigation in 1956 and 1957.

V. CONCLUSIONS

1. The results obtained from heating the surface of the towed model are not sufficiently conclusive to substantiate or disprove the effect under investigation.

2. The need for external power leads makes the use of a towing tank which does not include a towing carriage an unsatisfactory method for investigating the delay of boundary layer transition along a heated surface.

1.1. CONCLUSIONS

1. The results obtained from the analysis of the test data and the experimental investigation of the test model are not sufficiently satisfactory for the purpose of the present investigation.
2. The need for extensive power tests and use of a towing test which does not involve a towing carriage on a track is clearly defined for investigation the effect of boundary layer transition on a curved surface.

VI. RECOMMENDATIONS

1. The investigation should be continued by one of the following methods of experimentation:

- (a) Flow through pipes
- (b) Circulating water channels
- (c) Propeller tunnels
- (d) Towing tanks that are equipped with
a towing carriage.

2. Facilities for the study of the character of flow should be included in any future investigation.

1. The investigation should be carried out in the
of the following methods of investigation:

- (a) Visual inspection
- (b) Observation with microscope
- (c) Radiological methods
- (d) Testing results that are compared with
a known sample.

2. Facilities for the study of the structure of
flow should be included in our future investigation.

APPENDIX

APPENDIX A
DETAILS OF PROCEDURE

HEATING COIL DESIGN

The heating coil arrangement was designed on the basis of the Pohlhausen equation for laminar flow past flat plates [11] which provided a relationship between longitudinal position along the hull and theoretical heat transfer rate per unit area. This enabled the determination of longitudinal spacing of the wires which would theoretically give a constant hull surface temperature.

The design of the heating coil arrangement consisted of the following steps:

1. #2 0 AWG Nichrome V wire (B-82, Ni-Cr) was selected for heating based on its ability to withstand large currents and high temperatures.
2. Starting from the bow, and working aft, a current was selected for each run of wire such that the resultant spacing of the heating wire would be neither too close and cause installation difficulties nor too far apart and exaggerate the heating discontinuity.
3. With the current selected, and assuming a voltage of 110 volts, the length of wire for each particular run was calculated. Also the theoretical heat output per inch of wire was determined.

APPENDIX
RESULTS OF INVESTIGATION

EXPERIMENTAL DATA

The heating coil arrangement was designed so that
basis of the relationship between the heating coil and
this phase [1] was provided a relationship between
longitudinal position along the coil and temperature.
Heat transfer rate per unit area. This enables the
evaluation of longitudinal position of the coil
which would theoretically give a constant wall surface
temperature.

The design of the heating coil arrangement consisted
of the following items:

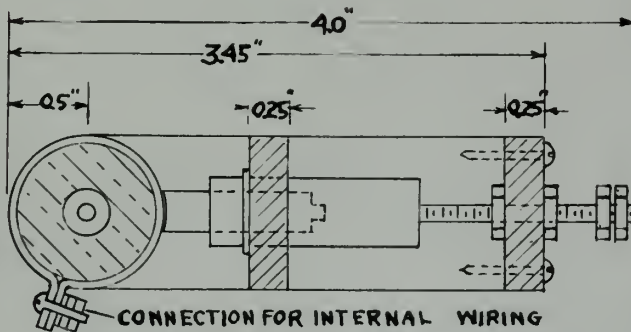
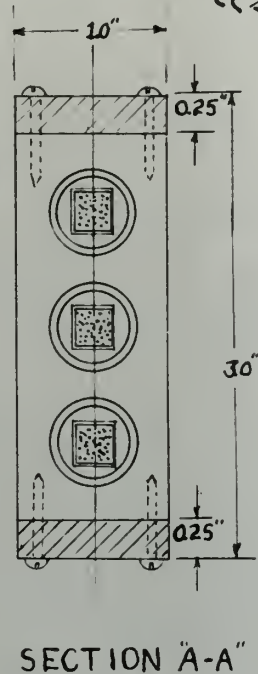
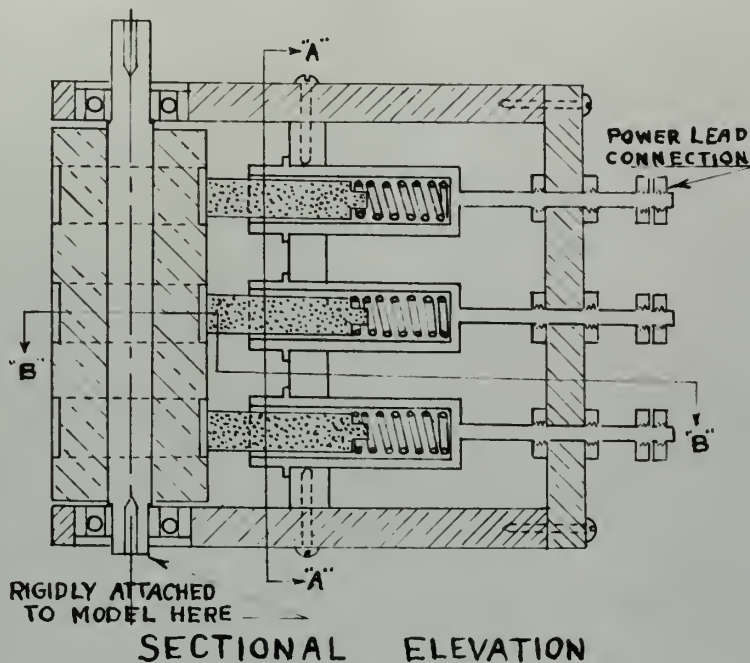
1. By 0 and between 1 and 10-15, 15-20 and
selected for heating coils in the coils in different
large numbers and with temperatures.
2. Heating from the bottom and heating 15, 2
removed and selected for each one of the coils and the
maximum spacing of the heating coils would be selected
for each coil and some longitudinal distances and for
the space and maximum the heating coil distance.
3. With the control selected, and maximum a
volume of air volume, the length of air for each
position was was selected. Also the theoretical
heat output per unit of area was determined.

4. With the above information available, the spacing of each pass of wire was determined. By this procedure, it was determined that nine separate heating wires were required with a total length of 120.67 ft. Figure XI shows the final arrangement of the wires.

6. With the above information available, the
specimens at each point of view are described. By this
procedure, it was determined that the following results
were obtained with a total length of 120.00 ft.
Where it shows the final arrangement of the view.

FIGURE X
THREE PHASE SLIP-RING ASSEMBLY

28 APRIL 1952
JBC
WMM
CPS



LEGEND
 COMPOSITION (INSULATOR)
 BAKELITE SPINDLE
 GRAPHITE BRUSHES
 BRASS BRUSH HOLDERS AND
 COPPER SLIP RINGS NOT
 CROSS-HATCHED.

SCALE: FULL SIZE

THREE PHASE SLIP
RING ASSEMBLY

TABLE 1
 SUMMARY OF DATA

Run	Time	Temp	Wind	Humid	Clouds
1	10:00	75.0	10.0	65.0	0.0
2	10:15	75.5	10.5	65.5	0.0
3	10:30	76.0	11.0	66.0	0.0
4	10:45	76.5	11.5	66.5	0.0
5	11:00	77.0	12.0	67.0	0.0
6	11:15	77.5	12.5	67.5	0.0
7	11:30	78.0	13.0	68.0	0.0
8	11:45	78.5	13.5	68.5	0.0
9	12:00	79.0	14.0	69.0	0.0
10	12:15	79.5	14.5	69.5	0.0
11	12:30	80.0	15.0	70.0	0.0
12	12:45	80.5	15.5	70.5	0.0
13	13:00	81.0	16.0	71.0	0.0
14	13:15	81.5	16.5	71.5	0.0
15	13:30	82.0	17.0	72.0	0.0
16	13:45	82.5	17.5	72.5	0.0
17	14:00	83.0	18.0	73.0	0.0
18	14:15	83.5	18.5	73.5	0.0
19	14:30	84.0	19.0	74.0	0.0
20	14:45	84.5	19.5	74.5	0.0
21	15:00	85.0	20.0	75.0	0.0
22	15:15	85.5	20.5	75.5	0.0
23	15:30	86.0	21.0	76.0	0.0
24	15:45	86.5	21.5	76.5	0.0
25	16:00	87.0	22.0	77.0	0.0
26	16:15	87.5	22.5	77.5	0.0
27	16:30	88.0	23.0	78.0	0.0
28	16:45	88.5	23.5	78.5	0.0
29	17:00	89.0	24.0	79.0	0.0
30	17:15	89.5	24.5	79.5	0.0
31	17:30	90.0	25.0	80.0	0.0
32	17:45	90.5	25.5	80.5	0.0
33	18:00	91.0	26.0	81.0	0.0
34	18:15	91.5	26.5	81.5	0.0
35	18:30	92.0	27.0	82.0	0.0
36	18:45	92.5	27.5	82.5	0.0
37	19:00	93.0	28.0	83.0	0.0
38	19:15	93.5	28.5	83.5	0.0
39	19:30	94.0	29.0	84.0	0.0
40	19:45	94.5	29.5	84.5	0.0
41	20:00	95.0	30.0	85.0	0.0
42	20:15	95.5	30.5	85.5	0.0
43	20:30	96.0	31.0	86.0	0.0
44	20:45	96.5	31.5	86.5	0.0
45	21:00	97.0	32.0	87.0	0.0
46	21:15	97.5	32.5	87.5	0.0
47	21:30	98.0	33.0	88.0	0.0
48	21:45	98.5	33.5	88.5	0.0
49	22:00	99.0	34.0	89.0	0.0
50	22:15	99.5	34.5	89.5	0.0
51	22:30	100.0	35.0	90.0	0.0
52	22:45	100.5	35.5	90.5	0.0
53	23:00	101.0	36.0	91.0	0.0
54	23:15	101.5	36.5	91.5	0.0
55	23:30	102.0	37.0	92.0	0.0
56	23:45	102.5	37.5	92.5	0.0
57	24:00	103.0	38.0	93.0	0.0
58	24:15	103.5	38.5	93.5	0.0
59	24:30	104.0	39.0	94.0	0.0
60	24:45	104.5	39.5	94.5	0.0
61	25:00	105.0	40.0	95.0	0.0
62	25:15	105.5	40.5	95.5	0.0
63	25:30	106.0	41.0	96.0	0.0
64	25:45	106.5	41.5	96.5	0.0
65	26:00	107.0	42.0	97.0	0.0
66	26:15	107.5	42.5	97.5	0.0
67	26:30	108.0	43.0	98.0	0.0
68	26:45	108.5	43.5	98.5	0.0
69	27:00	109.0	44.0	99.0	0.0
70	27:15	109.5	44.5	99.5	0.0
71	27:30	110.0	45.0	100.0	0.0
72	27:45	110.5	45.5	100.5	0.0
73	28:00	111.0	46.0	101.0	0.0
74	28:15	111.5	46.5	101.5	0.0
75	28:30	112.0	47.0	102.0	0.0
76	28:45	112.5	47.5	102.5	0.0
77	29:00	113.0	48.0	103.0	0.0
78	29:15	113.5	48.5	103.5	0.0
79	29:30	114.0	49.0	104.0	0.0
80	29:45	114.5	49.5	104.5	0.0
81	30:00	115.0	50.0	105.0	0.0
82	30:15	115.5	50.5	105.5	0.0
83	30:30	116.0	51.0	106.0	0.0
84	30:45	116.5	51.5	106.5	0.0
85	31:00	117.0	52.0	107.0	0.0
86	31:15	117.5	52.5	107.5	0.0
87	31:30	118.0	53.0	108.0	0.0
88	31:45	118.5	53.5	108.5	0.0
89	32:00	119.0	54.0	109.0	0.0
90	32:15	119.5	54.5	109.5	0.0
91	32:30	120.0	55.0	110.0	0.0
92	32:45	120.5	55.5	110.5	0.0
93	33:00	121.0	56.0	111.0	0.0
94	33:15	121.5	56.5	111.5	0.0
95	33:30	122.0	57.0	112.0	0.0
96	33:45	122.5	57.5	112.5	0.0
97	34:00	123.0	58.0	113.0	0.0
98	34:15	123.5	58.5	113.5	0.0
99	34:30	124.0	59.0	114.0	0.0
100	34:45	124.5	59.5	114.5	0.0

TABLE 2
 SUMMARY OF DATA

Run	Time	Temp	Wind	Humid	Clouds
1	10:00	75.0	10.0	65.0	0.0
2	10:15	75.5	10.5	65.5	0.0
3	10:30	76.0	11.0	66.0	0.0
4	10:45	76.5	11.5	66.5	0.0
5	11:00	77.0	12.0	67.0	0.0
6	11:15	77.5	12.5	67.5	0.0
7	11:30	78.0	13.0	68.0	0.0
8	11:45	78.5	13.5	68.5	0.0
9	12:00	79.0	14.0	69.0	0.0
10	12:15	79.5	14.5	69.5	0.0
11	12:30	80.0	15.0	70.0	0.0
12	12:45	80.5	15.5	70.5	0.0
13	13:00	81.0	16.0	71.0	0.0
14	13:15	81.5	16.5	71.5	0.0
15	13:30	82.0	17.0	72.0	0.0
16	13:45	82.5	17.5	72.5	0.0
17	14:00	83.0	18.0	73.0	0.0
18	14:15	83.5	18.5	73.5	0.0
19	14:30	84.0	19.0	74.0	0.0
20	14:45	84.5	19.5	74.5	0.0
21	15:00	85.0	20.0	75.0	0.0
22	15:15	85.5	20.5	75.5	0.0
23	15:30	86.0	21.0	76.0	0.0
24	15:45	86.5	21.5	76.5	0.0
25	16:00	87.0	22.0	77.0	0.0
26	16:15	87.5	22.5	77.5	0.0
27	16:30	88.0	23.0	78.0	0.0
28	16:45	88.5	23.5	78.5	0.0
29	17:00	89.0	24.0	79.0	0.0
30	17:15	89.5	24.5	79.5	0.0
31	17:30	90.0	25.0	80.0	0.0
32	17:45	90.5	25.5	80.5	0.0
33	18:00	91.0	26.0	81.0	0.0
34	18:15	91.5	26.5	81.5	0.0
35	18:30	92.0	27.0	82.0	0.0
36	18:45	92.5	27.5	82.5	0.0
37	19:00	93.0	28.0	83.0	0.0
38	19:15	93.5	28.5	83.5	0.0
39	19:30	94.0	29.0	84.0	0.0
40	19:45	94.5	29.5	84.5	0.0
41	20:00	95.0	30.0	85.0	0.0
42	20:15	95.5	30.5	85.5	0.0
43	20:30	96.0	31.0	86.0	0.0
44	20:45	96.5	31.5	86.5	0.0
45	21:00	97.0	32.0	87.0	0.0
46	21:15	97.5	32.5	87.5	0.0
47	21:30	98.0	33.0	88.0	0.0
48	21:45	98.5	33.5	88.5	0.0
49	22:00	99.0	34.0	89.0	0.0
50	22:15	99.5	34.5	89.5	0.0
51	22:30	100.0	35.0	90.0	0.0
52	22:45	100.5	35.5	90.5	0.0
53	23:00	101.0	36.0	91.0	0.0
54	23:15	101.5	36.5	91.5	0.0
55	23:30	102.0	37.0	92.0	0.0
56	23:45	102.5	37.5	92.5	0.0
57	24:00	103.0	38.0	93.0	0.0
58	24:15	103.5	38.5	93.5	0.0
59	24:30	104.0	39.0	94.0	0.0
60	24:45	104.5	39.5	94.5	0.0
61	25:00	105.0	40.0	95.0	0.0
62	25:15	105.5	40.5	95.5	0.0
63	25:30	106.0	41.0	96.0	0.0
64	25:45	106.5	41.5	96.5	0.0
65	26:00	107.0	42.0	97.0	0.0
66	26:15	107.5	42.5	97.5	0.0
67	26:30	108.0	43.0	98.0	0.0
68	26:45	108.5	43.5	98.5	0.0
69	27:00	109.0	44.0	99.0	0.0
70	27:15	109.5	44.5	99.5	0.0
71	27:30	110.0	45.0	100.0	0.0
72	27:45	110.5	45.5	100.5	0.0
73	28:00	111.0	46.0	101.0	0.0
74	28:15	111.5	46.5	101.5	0.0
75	28:30	112.0	47.0	102.0	0.0
76	28:45	112.5	47.5	102.5	0.0
77	29:00	113.0	48.0	103.0	0.0
78	29:15	113.5	48.5	103.5	0.0
79	29:30	114.0	49.0	104.0	0.0
80	29:45	114.5	49.5	104.5	0.0
81	30:00	115.0	50.0	105.0	0.0
82	30:15	115.5	50.5	105.5	0.0
83	30:30	116.0	51.0	106.0	0.0
84	30:45	116.5	51.5	106.5	0.0
85	31:00	117.0	52.0	107.0	0.0
86	31:15	117.5	52.5	107.5	0.0
87	31:30	118.0	53.0	108.0	0.0
88	31:45	118.5	53.5	108.5	0.0
89	32:00	119.0	54.0	109.0	0.0
90	32:15	119.5	54.5	109.5	0.0
91	32:30	120.0	55.0	110.0	0.0
92	32:45	120.5	55.5	110.5	0.0
93	33:00	121.0	56.0	111.0	0.0
94	33:15	121.5	56.5	111.5	0.0
95	33:30	122.0	57.0	112.0	0.0
96	33:45	122.5	57.5	112.5	0.0
97	34:00	123.0	58.0	113.0	0.0
98	34:15	123.5	58.5	113.5	0.0
99	34:30	124.0	59.0	114.0	0.0
100	34:45	124.5	59.5	114.5	0.0

TABLE 3
 SUMMARY OF DATA

71	162	10.2	75
31	162	10.2	75
32	162	10.2	75
74	162	10.2	75
33	162	10.2	75
26	162	10.2	75
37	162	10.2	75
38	162	10.2	75
39	162	10.2	75
40	162	10.2	75
41	162	10.2	75
42	162	10.2	75
43	162	10.2	75

TABLE 1
WIRE DATA

Wire No.	Length (ft)	Weight (lb)
101	100	1.00
102	100	1.00
103	100	1.00
104	100	1.00
105	100	1.00
106	100	1.00
107	100	1.00
108	100	1.00
109	100	1.00
110	100	1.00
111	100	1.00
112	100	1.00
113	100	1.00
114	100	1.00
115	100	1.00

*ZIL WIRE - 0.4/7.5

TABLE 2
WIRE DATA

Wire No.	Length (ft)	Weight (lb)
121	100	1.00
122	100	1.00
123	100	1.00
124	100	1.00
125	100	1.00
126	100	1.00
127	100	1.00
128	100	1.00
129	100	1.00
130	100	1.00
131	100	1.00
132	100	1.00
133	100	1.00
134	100	1.00
135	100	1.00

*ZIL WIRE - 0.4/7.5



FIGURE XI

SEE
WMM
C88



NOTES

1. The profile is a cross-section of a hill.
2. The profile is a cross-section of a hill.
3. The profile is a cross-section of a hill.
4. The profile is a cross-section of a hill.

FIGURE XII

COPPER MOLE HILL
 M.I.T. GEO. NO. 7-52
 DATE: JAN. 17, 1952
 SCALE: 1/2 in. = 1 ft.

SEE
 MIN
 P.S.

APPENDIX BSUMMARY OF DATA AND CALCULATIONST_h Calculations

1. For a given applied force the velocity of the heated and the unheated model were observed. By standard towing tank calculations the total resistance coefficients, based upon the measured water temperature, were computed.

2. The respective residual resistance coefficients were read off of the previously drawn curve of residual resistance coefficient versus velocity curve.

(Figure XII).

3. Having computed the Reynolds number of the unheated model run, the frictional resistance coefficient was obtained from tables of the Schoenherr Frictional Resistance Coefficients versus Reynolds Numbers. [13]

4. Realizing that the total resistance coefficient changes as the inverse of water density, it was assumed that the density remained constant over the range in water temperatures between the heated and unheated runs. Therefore it was noted that the difference in total resistance coefficients that were calculated as indicated above were equal to the sum of the differences of the residual resistance coefficients and the frictional resistance coefficients.

5. The only unknown in the relationship stated in (4.) was the frictional resistance coefficient for the

APPENDIX A

MEASUREMENT OF THE COEFFICIENT OF

2. Calculation

1. For a given region, the values of the α and β coefficients were determined. By assuming a value for α , the values of β were calculated from the total resistance coefficients, and upon the assumption that $\alpha = 1$, the values of β were determined. The difference between the two values of β was then divided by the difference between the two values of α to give the value of β .
2. The coefficient of resistance was then calculated from the value of β and the value of α assumed in the first step.

3. Having obtained the values of α and β , the values of the resistance coefficients were calculated from the values of α and β and the values of the resistance coefficients were then calculated from the values of α and β .
4. Having obtained the values of α and β , the values of the resistance coefficients were then calculated from the values of α and β .

5. The values of the resistance coefficients were then calculated from the values of α and β .

heated model run. It is obtained from that relationship.

6. Entering the tables of the Schoenherr Frictional Resistance Coefficients versus Reynolds Numbers with the determined value of frictional resistance coefficient for the heated model run, the corresponding Reynolds number was obtained.

7. Knowing all the terms in the Reynolds number except the kinematic viscosity of the water, allowed determination of that value.

8. Entering the table of kinematic viscosity versus water temperature [13] yielded the desired value of T_h .
Actual and Theoretical Power Input to the Model per Degree of Temperature Difference

1. The actual power input per degree of temperature difference was obtained by taking the calculated values of power input for each heated run as listed in column 5 of Table I and dividing these values by the difference between the average surface temperature as obtained by thermocouple readings and the water temperature as observed by thermometer.

2. Substituting the properties of water at 65.4°F in the Pohlhausen theoretical equation for laminar flow past flat plates [11] and combining the results with the wetted surface of 4.51 square feet, provided the theoretical power input to the model per degree of

known until now. It is believed that this relationship.

8. Showing the limits of the following systems

various conditions under which the

desired value of the system is obtained

for the best value of the system

is obtained.

9. Showing all the ways in the system

about the limits of the system, which is

formation of the system.

10. Showing the limits of the system

with respect to [11] the limits of the

system and the limits of the system

of the system.

11. The actual power input for the system

is shown in the table below.

of power input for the system is shown in the table below.

of power input for the system is shown in the table below.

of power input for the system is shown in the table below.

of power input for the system is shown in the table below.

of power input for the system is shown in the table below.

of power input for the system is shown in the table below.

of power input for the system is shown in the table below.

of power input for the system is shown in the table below.

temperature difference at any selected value of model velocity.

3. The two relationships that were calculated as indicated above are plotted for comparison in Figure IX.

Power Input Calculations

1. With a Simpson OHM meter the following resistances were obtained.

<u>COIL</u>	<u>RESISTANCE</u> <u>(OHMS)</u>
1	6.30
2	7.75
3	7.65
4	8.80
5	9.00
6	7.50
7	9.00
8	11.10
9	12.40

2. The coils were paralleled in the following groupings:

<u>GROUP</u>	<u>COILS INCLUDED</u>
I	2, 3, 8
II	1, 7, 9
III	4, 5, 6

3. The equivalent resistance of each of the paralleled groups was calculated.

Temperature differences are not relevant in this case.

Results:

3. The two relationships that were calculated as

indicated above are listed for comparison in

Figure 2.

Power Law Relationship

1. With a program that uses the following relationship

power law relationship.

Power	Ratio
1	1.00
2	1.50
3	2.00
4	2.50
5	3.00
6	3.50
7	4.00
8	4.50
9	5.00

2. The ratio was calculated as follows:

Power	Ratio
1	1.00
2	1.50
3	2.00

3. The relationship between power and ratio is

shown in Figure 2.

4. For determination of the power input for "Y" connection of the groups, the average measured line current squared was multiplied by the sum of the group equivalent resistances.

5. For determination of the power input for "Delta" connection of the groups, the average measured line current squared was divided by the square root of three and multiplied by the sum of the group equivalent resistances.

6. The result of (4.) and (5.) above were checked with calculations using the measured line voltage and calculated line drop.

4. For determination of the power input for "I" connection of the groups, the average measured line current squared was multiplied by the sum of the group equivalent resistances.

5. For determination of the power input for "Delta" connection of the groups, the average measured line current squared was divided by the square root of three and multiplied by the sum of the group equivalent resistances.

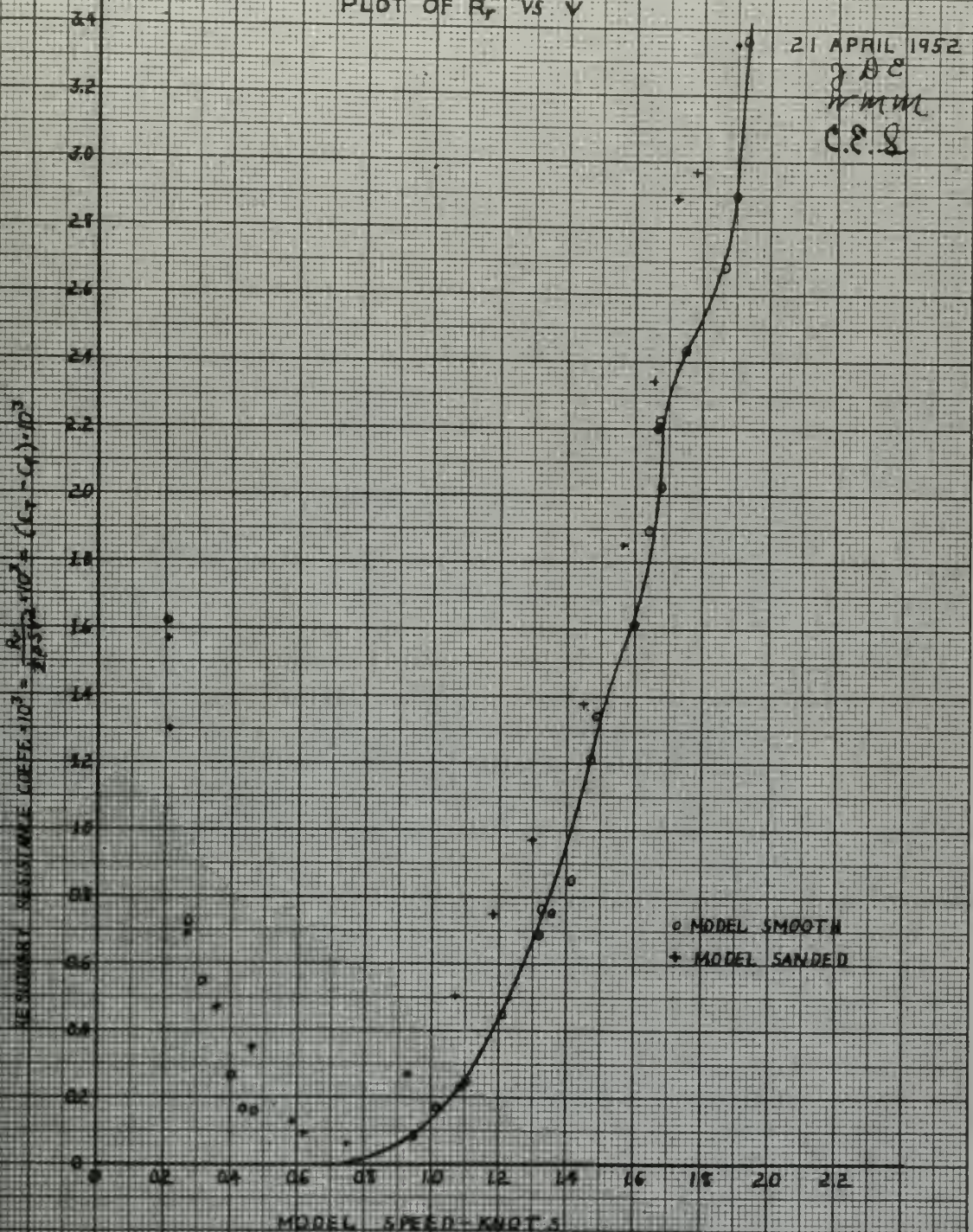
6. The result of (4) and (5) were checked with calculations using the measured line voltage and calculated line drop.

FIGURE XIII
PLOT OF R_p VS V

21 APRIL 1952

JDC
WMM
C.E.S.

RESIDUAL RESISTANCE COEFF. $\times 10^3 = \frac{R_p}{\rho V^2 L^2} \times 10^3 = (C_T - C_D) \times 10^3$



APPENDIX CORIGINAL DATA

D. KICHERA

ATAC JANTING

TABLE I
Data From Heated and Unheated Guns with Electrical Leads Attached

Applied Force (lbs.)	Average Velocity (Kts.)	Max. Velocity Variation from Average (Kts.)	Water Temp. (°F)	Power Dyna- mometer (KW.)	Friction (lbs.)	Rt Input (lbs)	Ct x10 ³	R ₀ x10 ⁻⁵	Surface Temp (°F)	Bow Mid Stern Average T _h T _{as}
.05	.869	.005	65.4	0	.00440	.04560	4.544	7.866	97.4 109.4 82.7	96.5 88.4
.05	.890	.004	65.4	6.69	.00443	.04557	4.330	8.056		
.06	.973	.001	65.7	0	.00453	.05547	4.410	8.820		
.06	.994	.002	65.7	6.69	.00455	.05545	4.224	9.011	96.3 105.2 82.1	94.5 76.1
.07	1.036	.001	58.2	0	.00460	.06540	4.583	8.458		
.07	1.048	.001	58.2	6.69	.00452	.06538	4.477	8.556	88.0 97.7 76.4	87.4 67.5
.10	1.213	.003	65.8	0	.00481	.05519	4.869	11.011		
.10	1.223	.004	65.8	2.56	.00483	.09517	4.789	11.102	76.5 80.9 72.5	76.7 75.0
.10	1.237	.003	65.8	4.55	.00485	.09515	4.680	11.229	85.3 94.2 76.5	85.3 89.3
.10	1.212	.007	65.2	0	.00482	.09518	4.877	10.912		
.10	1.228	.002	65.2	6.69	.00484	.09516	4.748	11.056	92.8 102.5 78.1	91.1 80.7
.10	1.233	.001	65.2	7.69	.00485	.09515	4.710	11.101	103.0 112.0 89.0	101.3 84.9
.16	1.480	.002	65.8	0	.00515	.15485	5.321	13.435		
.16	1.492	.001	65.8	2.56	.00517	.15483	5.235	13.544	75.1 77.8 72.9	75.3 78.5
.16	1.498	.003	65.8	4.55	.00517	.15483	5.193	13.598	83.1 92.0 74.2	83.1 84.0
.17	1.489	.001	58.9	0	.00516	.16483	5.592	12.265		
.17	1.515	.005	58.9	6.69	.00519	.16481	5.481	12.479	76.7 85.5 73.6	78.6 85.4

1. Analysis 2. Results 3. Conclusions 4. References 5. Appendix 6. Tables 7. Figures 8. Notes 9. Summary 10. Index 11. Glossary 12. Abbreviations 13. Acronyms 14. Units 15. Formulas 16. Equations 17. Diagrams 18. Photographs 19. Maps 20. Charts 21. Graphs 22. Tables 23. Figures 24. Notes 25. Summary 26. Index 27. Glossary 28. Abbreviations 29. Acronyms 30. Units 31. Formulas 32. Equations 33. Diagrams 34. Photographs 35. Maps 36. Charts 37. Graphs 38. Tables 39. Figures 40. Notes 41. Summary 42. Index 43. Glossary 44. Abbreviations 45. Acronyms 46. Units 47. Formulas 48. Equations 49. Diagrams 50. Photographs 51. Maps 52. Charts 53. Graphs 54. Tables 55. Figures 56. Notes 57. Summary 58. Index 59. Glossary 60. Abbreviations 61. Acronyms 62. Units 63. Formulas 64. Equations 65. Diagrams 66. Photographs 67. Maps 68. Charts 69. Graphs 70. Tables 71. Figures 72. Notes 73. Summary 74. Index 75. Glossary 76. Abbreviations 77. Acronyms 78. Units 79. Formulas 80. Equations 81. Diagrams 82. Photographs 83. Maps 84. Charts 85. Graphs 86. Tables 87. Figures 88. Notes 89. Summary 90. Index 91. Glossary 92. Abbreviations 93. Acronyms 94. Units 95. Formulas 96. Equations 97. Diagrams 98. Photographs 99. Maps 100. Charts 101. Graphs 102. Tables 103. Figures 104. Notes 105. Summary 106. Index 107. Glossary 108. Abbreviations 109. Acronyms 110. Units 111. Formulas 112. Equations 113. Diagrams 114. Photographs 115. Maps 116. Charts 117. Graphs 118. Tables 119. Figures 120. Notes 121. Summary 122. Index 123. Glossary 124. Abbreviations 125. Acronyms 126. Units 127. Formulas 128. Equations 129. Diagrams 130. Photographs 131. Maps 132. Charts 133. Graphs 134. Tables 135. Figures 136. Notes 137. Summary 138. Index 139. Glossary 140. Abbreviations 141. Acronyms 142. Units 143. Formulas 144. Equations 145. Diagrams 146. Photographs 147. Maps 148. Charts 149. Graphs 150. Tables 151. Figures 152. Notes 153. Summary 154. Index 155. Glossary 156. Abbreviations 157. Acronyms 158. Units 159. Formulas 160. Equations 161. Diagrams 162. Photographs 163. Maps 164. Charts 165. Graphs 166. Tables 167. Figures 168. Notes 169. Summary 170. Index 171. Glossary 172. Abbreviations 173. Acronyms 174. Units 175. Formulas 176. Equations 177. Diagrams 178. Photographs 179. Maps 180. Charts 181. Graphs 182. Tables 183. Figures 184. Notes 185. Summary 186. Index 187. Glossary 188. Abbreviations 189. Acronyms 190. Units 191. Formulas 192. Equations 193. Diagrams 194. Photographs 195. Maps 196. Charts 197. Graphs 198. Tables 199. Figures 200. Notes 201. Summary 202. Index 203. Glossary 204. Abbreviations 205. Acronyms 206. Units 207. Formulas 208. Equations 209. Diagrams 210. Photographs 211. Maps 212. Charts 213. Graphs 214. Tables 215. Figures 216. Notes 217. Summary 218. Index 219. Glossary 220. Abbreviations 221. Acronyms 222. Units 223. Formulas 224. Equations 225. Diagrams 226. Photographs 227. Maps 228. Charts 229. Graphs 230. Tables 231. Figures 232. Notes 233. Summary 234. Index 235. Glossary 236. Abbreviations 237. Acronyms 238. Units 239. Formulas 240. Equations 241. Diagrams 242. Photographs 243. Maps 244. Charts 245. Graphs 246. Tables 247. Figures 248. Notes 249. Summary 250. Index 251. Glossary 252. Abbreviations 253. Acronyms 254. Units 255. Formulas 256. Equations 257. Diagrams 258. Photographs 259. Maps 260. Charts 261. Graphs 262. Tables 263. Figures 264. Notes 265. Summary 266. Index 267. Glossary 268. Abbreviations 269. Acronyms 270. Units 271. Formulas 272. Equations 273. Diagrams 274. Photographs 275. Maps 276. Charts 277. Graphs 278. Tables 279. Figures 280. Notes 281. Summary 282. Index 283. Glossary 284. Abbreviations 285. Acronyms 286. Units 287. Formulas 288. Equations 289. Diagrams 290. Photographs 291. Maps 292. Charts 293. Graphs 294. Tables 295. Figures 296. Notes 297. Summary 298. Index 299. Glossary 300. Abbreviations 301. Acronyms 302. Units 303. Formulas 304. Equations 305. Diagrams 306. Photographs 307. Maps 308. Charts 309. Graphs 310. Tables 311. Figures 312. Notes 313. Summary 314. Index 315. Glossary 316. Abbreviations 317. Acronyms 318. Units 319. Formulas 320. Equations 321. Diagrams 322. Photographs 323. Maps 324. Charts 325. Graphs 326. Tables 327. Figures 328. Notes 329. Summary 330. Index 331. Glossary 332. Abbreviations 333. Acronyms 334. Units 335. Formulas 336. Equations 337. Diagrams 338. Photographs 339. Maps 340. Charts 341. Graphs 342. Tables 343. Figures 344. Notes 345. Summary 346. Index 347. Glossary 348. Abbreviations 349. Acronyms 350. Units 351. Formulas 352. Equations 353. Diagrams 354. Photographs 355. Maps 356. Charts 357. Graphs 358. Tables 359. Figures 360. Notes 361. Summary 362. Index 363. Glossary 364. Abbreviations 365. Acronyms 366. Units 367. Formulas 368. Equations 369. Diagrams 370. Photographs 371. Maps 372. Charts 373. Graphs 374. Tables 375. Figures 376. Notes 377. Summary 378. Index 379. Glossary 380. Abbreviations 381. Acronyms 382. Units 383. Formulas 384. Equations 385. Diagrams 386. Photographs 387. Maps 388. Charts 389. Graphs 390. Tables 391. Figures 392. Notes 393. Summary 394. Index 395. Glossary 396. Abbreviations 397. Acronyms 398. Units 399. Formulas 400. Equations 401. Diagrams 402. Photographs 403. Maps 404. Charts 405. Graphs 406. Tables 407. Figures 408. Notes 409. Summary 410. Index 411. Glossary 412. Abbreviations 413. Acronyms 414. Units 415. Formulas 416. Equations 417. Diagrams 418. Photographs 419. Maps 420. Charts 421. Graphs 422. Tables 423. Figures 424. Notes 425. Summary 426. Index 427. Glossary 428. Abbreviations 429. Acronyms 430. Units 431. Formulas 432. Equations 433. Diagrams 434. Photographs 435. Maps 436. Charts 437. Graphs 438. Tables 439. Figures 440. Notes 441. Summary 442. Index 443. Glossary 444. Abbreviations 445. Acronyms 446. Units 447. Formulas 448. Equations 449. Diagrams 450. Photographs 451. Maps 452. Charts 453. Graphs 454. Tables 455. Figures 456. Notes 457. Summary 458. Index 459. Glossary 460. Abbreviations 461. Acronyms 462. Units 463. Formulas 464. Equations 465. Diagrams 466. Photographs 467. Maps 468. Charts 469. Graphs 470. Tables 471. Figures 472. Notes 473. Summary 474. Index 475. Glossary 476. Abbreviations 477. Acronyms 478. Units 479. Formulas 480. Equations 481. Diagrams 482. Photographs 483. Maps 484. Charts 485. Graphs 486. Tables 487. Figures 488. Notes 489. Summary 490. Index 491. Glossary 492. Abbreviations 493. Acronyms 494. Units 495. Formulas 496. Equations 497. Diagrams 498. Photographs 499. Maps 500. Charts 501. Graphs 502. Tables 503. Figures 504. Notes 505. Summary 506. Index 507. Glossary 508. Abbreviations 509. Acronyms 510. Units 511. Formulas 512. Equations 513. Diagrams 514. Photographs 515. Maps 516. Charts 517. Graphs 518. Tables 519. Figures 520. Notes 521. Summary 522. Index 523. Glossary 524. Abbreviations 525. Acronyms 526. Units 527. Formulas 528. Equations 529. Diagrams 530. Photographs 531. Maps 532. Charts 533. Graphs 534. Tables 535. Figures 536. Notes 537. Summary 538. Index 539. Glossary 540. Abbreviations 541. Acronyms 542. Units 543. Formulas 544. Equations 545. Diagrams 546. Photographs 547. Maps 548. Charts 549. Graphs 550. Tables 551. Figures 552. Notes 553. Summary 554. Index 555. Glossary 556. Abbreviations 557. Acronyms 558. Units 559. Formulas 560. Equations 561. Diagrams 562. Photographs 563. Maps 564. Charts 565. Graphs 566. Tables 567. Figures 568. Notes 569. Summary 570. Index 571. Glossary 572. Abbreviations 573. Acronyms 574. Units 575. Formulas 576. Equations 577. Diagrams 578. Photographs 579. Maps 580. Charts 581. Graphs 582. Tables 583. Figures 584. Notes 585. Summary 586. Index 587. Glossary 588. Abbreviations 589. Acronyms 590. Units 591. Formulas 592. Equations 593. Diagrams 594. Photographs 595. Maps 596. Charts 597. Graphs 598. Tables 599. Figures 600. Notes 601. Summary 602. Index 603. Glossary 604. Abbreviations 605. Acronyms 606. Units 607. Formulas 608. Equations 609. Diagrams 610. Photographs 611. Maps 612. Charts 613. Graphs 614. Tables 615. Figures 616. Notes 617. Summary 618. Index 619. Glossary 620. Abbreviations 621. Acronyms 622. Units 623. Formulas 624. Equations 625. Diagrams 626. Photographs 627. Maps 628. Charts 629. Graphs 630. Tables 631. Figures 632. Notes 633. Summary 634. Index 635. Glossary 636. Abbreviations 637. Acronyms 638. Units 639. Formulas 640. Equations 641. Diagrams 642. Photographs 643. Maps 644. Charts 645. Graphs 646. Tables 647. Figures 648. Notes 649. Summary 650. Index 651. Glossary 652. Abbreviations 653. Acronyms 654. Units 655. Formulas 656. Equations 657. Diagrams 658. Photographs 659. Maps 660. Charts 661. Graphs 662. Tables 663. Figures 664. Notes 665. Summary 666. Index 667. Glossary 668. Abbreviations 669. Acronyms 670. Units 671. Formulas 672. Equations 673. Diagrams 674. Photographs 675. Maps 676. Charts 677. Graphs 678. Tables 679. Figures 680. Notes 681. Summary 682. Index 683. Glossary 684. Abbreviations 685. Acronyms 686. Units 687. Formulas 688. Equations 689. Diagrams 690. Photographs 691. Maps 692. Charts 693. Graphs 694. Tables 695. Figures 696. Notes 697. Summary 698. Index 699. Glossary 700. Abbreviations 701. Acronyms 702. Units 703. Formulas 704. Equations 705. Diagrams 706. Photographs 707. Maps 708. Charts 709. Graphs 710. Tables 711. Figures 712. Notes 713. Summary 714. Index 715. Glossary 716. Abbreviations 717. Acronyms 718. Units 719. Formulas 720. Equations 721. Diagrams 722. Photographs 723. Maps 724. Charts 725. Graphs 726. Tables 727. Figures 728. Notes 729. Summary 730. Index 731. Glossary 732. Abbreviations 733. Acronyms 734. Units 735. Formulas 736. Equations 737. Diagrams 738. Photographs 739. Maps 740. Charts 741. Graphs 742. Tables 743. Figures 744. Notes 745. Summary 746. Index 747. Glossary

TABLE II
Data from Smooth Model runs without Electrical leads

Run No.	Water Temp. TW(OF)	Speed V(Kts.)	Applied Force (lbs.)	Dynamometer Friction (lbs.)	Net Resistance Rt (lbs.)	Rt x10 ³	SV ²	Reynolds No. x10 ⁻⁵
1.	65.1	0.280	.01	.00368	.00632	6.066		2.518
2.	65.1	0.488	.02	.00394	.01606	5.076		4.388
3.	65.1	0.765	.04	.00428	.03572	4.593		6.878
4.	65.1	1.102	.08	.00470	.07530	4.666		9.908
5.	65.1	1.322	.12	.00496	.11504	4.954		11.886
6.	65.1	1.470	.16	.00515	.15485	5.393		13.217
7.	65.1	1.599	.20	.00530	.19470	5.731		14.377
8.	65.1	1.673	.24	.00540	.23460	6.308		15.042
9.	65.1	1.753	.28	.00550	.26450	6.477		15.762
10.	65.1	1.899	.34	.00565	.33435	6.977		17.074
11.	65.1	1.933	.37	.00570	.36430	7.337		17.380
12.	65.3	1.960	.40	.00575	.39425	7.724		17.670
13.	65.3	2.024	.46	.00582	.45418	8.335		18.256
14.	65.3	2.111	.52	.00592	.51408	8.682		19.031

18 & 19 March 1952
Ct x10³
Reynolds No. x10⁻⁵
Re x 10⁻⁵

11 JULY 1968

Time	Lat	Long	Alt	Temp	Humid	Wind	Cloud	Vis	Pres	Rel	Wet	Wet
0000	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0100	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0200	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0300	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0400	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0500	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0600	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0700	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0800	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
0900	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1000	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1100	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1200	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1300	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1400	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1500	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1600	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1700	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1800	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
1900	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
2000	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
2100	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
2200	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0
2300	30.0	105.0	1000	20.0	80.0	10.0	0.0	10.0	1010.0	80.0	10.0	10.0

TABLE III

Data From Smooth Model Runs Without Electrical Leads 10 & 11 April, 1952

Run No.	Water Temp. T_w (°F)	Speed V (M/S)	Applied Force (Lbs.)	Dynamometer Friction (lbs.)	Net Resistance R_t (lbs.)	R_t 2 $\times 10^3$	SV2 $C_t \times 10^3$	Reynolds No. $\times 10^{-5}$ $Re \times 10^{-5}$
1.	56.6	0.191	.008	.00355	.00445	9.173		1.525
2.	57.6	0.234	.009	.00362	.00536	7.389		1.891
3.	56.8	0.263	.010	.00367	.00633	6.882		2.100
4.	56.6	0.481	.020	.00395	.01605	5.217		3.841
5.	57.6	0.483	.020	.00394	.01606	5.177		3.903
6.	56.8	0.636	.030	.00412	.02588	4.781		5.095
7.	57.6	0.636	.030	.00412	.02588	4.812		5.140
8.	56.8	0.769	.040	.00428	.03572	4.542		6.142
9.	57.6	0.763	.040	.00426	.03574	4.639		6.166
10.	56.8	0.869	.050	.00440	.04560	4.544		6.940
11.	57.6	0.873	.050	.00441	.04559	4.501		7.055
12.	56.8	0.951	.060	.00450	.05550	4.615		7.595
13.	57.6	0.955	.060	.00450	.05550	4.576		7.718
14.	56.8	1.013	.070	.00458	.06542	4.747		8.130
15.	57.6	1.017	.070	.00458	.06542	4.757		8.219
16.	56.8	1.088	.080	.00467	.07533	4.706		8.689
17.	57.6	1.092	.080	.00469	.07531	4.750		8.825
18.	56.9	1.210	.100	.00480	.09520	4.890		9.707
19.	57.6	1.211	.100	.00482	.09518	4.881		9.786
20.	57.6	1.328	.125	.00497	.12003	5.113		10.732
21.	56.9	1.359	.130	.00500	.12500	5.090		10.902
22.	57.6	1.488	.170	.00516	.16484	5.599		12.025
23.	57.9	1.666	.240	.00540	.23460	6.357		13.523
24.	57.9	1.748	.280	.00550	.27450	6.756		14.188

TABLE IV
Data From Sanded Model Runs without Electrical Leads Attached
24 March 1952

Run No.	Water Temp. TW(°F)	Speed V(Kts.)	Applied Force (lbs.)	Dynamometer Friction (lbs.)	Net Resistance R _t (lbs.)	R _t x 10 ³ C _t x10 ³	SV ²	Reynolds No.x10 ⁵ Re x 10 ⁻⁵
1	65.3	0.210	.008	.00360	.00440	7.509		1.893
2	65.3	0.267	.010	.00367	.00633	6.683		2.407
3	65.3	0.358	.014	.00377	.01023	6.007		3.227
4	65.3	0.400	.016	.00382	.01218	5.729		3.606
5	65.3	0.465	.020	.00393	.01607	5.593		4.192
6	65.3	0.588	.027	.00405	.02355	5.126		5.301
7	65.3	0.622	.030	.00410	.02590	5.038		5.607
8	65.3	0.747	.040	.00425	.03575	4.822		6.734
9	65.3	0.930	.060	.00448	.05552	4.831		8.384
10	65.3	1.071	.080	.00465	.07535	4.944		9.655
11	65.3	1.184	.100	.00480	.09520	5.111		10.674
12	65.3	1.297	.120	.00492	.11508	5.148		11.693
13	65.3	1.447	.160	.00510	.15490	5.568		13.045
14	65.3	1.566	.200	.00525	.19475	5.977		14.118
15	65.3	1.658	.240	.00537	.23463	6.424		14.947
16	65.3	1.726	.280	.00546	.27454	6.936		15.560
17	65.3	1.779	.300	.00551	.29449	7.003		16.038
18	65.3	1.907	.360	.00568	.35432	7.333		17.192
19	65.3	1.949	.400	.00574	.39426	7.811		17.571

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